



TO-DAY'S LEADING NEWS TOPICS.

The young steamer *Panama* trotted a mile at Cleveland yesterday in 23 1/2 minutes.
Great damage was done by a cyclone in Nebraska last evening.
It looks as if Boulanger and ex-Premier Ferry will meet on the dueling field.
There is reason to fear that the City of Mexico will be inundated.

THE COMING CROWD—MADE READY.

Dispatches elsewhere published recite that a canvass of the field by tourist and railroad passenger agents, convinces those so situated as to accurately judge that the influx of strangers from the East the coming fall and winter will exceed the immigration of last year by 50 to 100 per cent. Upon that basis the tourist agencies are making their preparations for the fall and winter business, both first and second-class. It will thus be seen how necessary it is that California should be fully prepared to receive these people, and how essential it is that every community should industriously labor to put itself in condition to secure the location in or near it of a fair share of those who will remain with us, or after a visit to spy out the land, will return to reside here.

The same intelligence conveys the information that assurance is given that a large proportion of the coming crowd of tourists is of people who are home-seeking, resolved to leave the East, and who look to California as the most desirable section that offers inducements to newcomers for investment and location. The reasons for this large influx are given, and they justify the argument so much used that advertising of the State pays, and that proper reception of visitors, and exhibition to them of the products of the State, and fair unexaggerated statement of our claims and advantages, will bring their full and certain reward.

We are told that the increased immigration is due to the general expression of satisfaction from all who made the California tour last winter, and to the great inquiry for details concerning all parts of the State, which demand has been largely met by the circulation at the East of what we here term "California immigration literature." This printed matter, we are told, has been most widely circulated throughout New England, New York and Pennsylvania, and to it we are to attribute, in a great degree, the augmented tide of tourists and immigrants now setting this way.

Another pleasing feature of this morning's news is the statement that the passenger carriers and tourist agencies will bring quite half, possibly more, of the coming multitude direct to Central California, instead of making the trip to this section the "tail end" of a visit to the south. We are therefore to be upon our mettle to entertain the visitors, and to improve the opportunity to augment our desirable population and capital by inducing these people to bring hither their household gods and legions of us. In view of the facts, it cannot be denied that now is the season for the liveliest work of preparation possible; Improvement Associations must now show us of what timber they are made, and demonstrate their capacity for emergencies; the Immigration Societies must be ready for thorough and lavish distribution of immigration literature among the tourists when they cross the Mississippi; the new Central Board of Trade must set its machinery into operation at once, and advocate Central California thoroughly and industriously.

If we are to have an exhibition building in this city near the depot at all, and for which the railroad company has provided ground and promised aid, now is the time to put it up. A better investment could not be made by Central California. With the State and District Fairs at hand, we can stock it completely with California products before the close of September, and such a building as will serve the purpose can be put up in thirty days. If nothing better can be done, cars ought to be fitted up for a full exhibition of fruits, grains, vegetables, soils, etc., and in winter there should be added a citrus exhibit, and these cars placed where the strangers can visit them while trains pause here, or sent up the road to meet excursion parties. The car plan is adopted by Florida and with success.

The subject is fraught with deep interest, and is full of suggestion. Let it be made certain that Sacramento will improve its opportunity, and that no reasonable effort will be spared to put the Capital City and its vicinity before the strangers' eyes to the best possible advantage. Whatever we are to do here we should begin to do now, and without another day's delay. The sections that are the centers of large population in California will be those that in this year and the next improve the opportunities now opening. Interests will become fixed, sections built up by new investments and population, and the communities that permit the tide of promise to drift by will thereafter remain secondary in importance.

HEADQUARTERS FOR THE CENTRAL BOARD OF TRADE.

The Central Board of Trade and Improvement Association will hold its adjourned meeting at Oakland on Tuesday next. At that meeting we trust Sacramento will be fully and strongly represented. The first real hard work of this important organization will then begin, and one of the first steps will be to fix upon a place of business. Our Oakland colleagues insist that that city is the proper place. Let us look at that proposition.

Oakland is not central. It is upon the extreme west side of the district. Rather than Oakland, San Francisco, for there at least more people will be reached. For Oakland is not an objective point for tourists or immigrants. It is not, in the true sense, a commercial center, but the most important suburb of the metropolis. People who come to headquarters of the Board, if it is at Oakland, will have to be drawn there by main force, as it were.

This we say is no disparagement of that city whatever. In this question it is not a matter of local pride that is to be considered, but of fixing upon a good central working point. Now we submit that for Central California such an organization should centrally locate its main offices, and natural advantages, and the demands of commerce point to Sacramento as the proper place.

It is the center of Central California, the seat of Government, and the point from which all the travel over central lines is to be reached most easily. It is the first place at which the homeseeker coming to Central California pauses. If he goes by here he goes on to San Francisco, and Oakland is not in the speculation fore-casting

the route he takes, or its places of stop page.

Sacramento is the chief interior shipping and commercial point; it is the natural fruit shipping center; it is in the midst of the agricultural counties of the Sacramento valley; it is the terminus of the California and Oregon Railroad, traversing the entire valley, passing on into Oregon, and connecting by rail with the Columbia with the Gulf of Mexico. It is the terminus of the line of rail leading into the rich El Dorado region. It has the most intimate commercial relations with the foothill fruits and mining sections. It is connected directly by rail with all the short lines of railway into Nevada, Amador, So-lano, Lake, San Joaquin, Yolo, Butte, Napa, Tehama and Colusa counties. It is the point of all others where the literature of the immigration work can be best placed in the hands of the new-comer after arrival in the State, and where the homeseeker can be most easily reached and induced to turn aside into the valleys of the Sacramento and San Joaquin and the foothill region.

We are ready to admit that from this point the immigrant by southern routes is not readily reached. For those lines of travel Los Angeles, or San Francisco are preferable to either Oakland or Sacramento for a headquarters agency of the new organization, and at both the former places branch offices of information and missionary effort ought to be maintained.

This is not, as we have said, a question of local pride. It cannot, in a business way, materially affect either Oakland or Sacramento as to which place is chosen. It is a question of ease and effectiveness of work for the agents of the Bureau, and an important one when results are kept in view.

We advance the claims of Sacramento as the strongest, beyond all question, for all the work to be done for the valley and foothill region. As presently, near the depot in this city, a permanent exhibition of Central and Northern California products is to be opened—the railroad company having donated the right to occupy depot lands for that purpose—it will be seen that the fact is important in considering the question. There is not, nor never will be any pause at Oakland for never must be conceded, can tourist travel and immigration, when it reaches Oakland, be operated upon—it will go on to San Francisco. Met, however, further eastward, it can be influenced. So far as the distribution of immigration literature at the East and along lines of travel beyond the Mountains is concerned, it matters little where the headquarters from which it emanates may be. But as far as any direction in that literature for the exhibition of maps and plates of land and examination of products is concerned, it is highly important that the location be central and in the midst of the current of travel, which qualifications Sacramento has.

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GOVERNOR STANFORD'S REPLY.

Not before has been given so complete, concise and expressive a history of the organization and construction of the Central Pacific Railroad, and so clear a statement of its financial and legal relations to the Federal Government, as is found in the reply of Governor Stanford to the inquiries of the Federal Railroad Investigating Commission. It is published this morning, and will command wide reading. It dispels a world of misrepresentation and falsehood, and presents the equities of the claims of the Central Pacific Company fairly, calmly and so forcibly as to carry conviction. No subject has been more befogged by prejudice, misrepresentation and direct falsehood than that involving the relations between the company and the Government. The reply of Governor Stanford clears these away and presents the bald facts and the undeniable equities of the corporation in a manner that will command a hearing, which political chicanery, demagoguery and unliking prejudice have heretofore denied. Without making any detailed comment upon the numerous points made, or commenting upon the numerous proofs marshaled, we call attention to the masterly manner in which the subject is handled, and these cars placed where the strangers can visit them while trains pause here, or sent up the road to meet excursion parties. The car plan is adopted by Florida and with success.

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A HISTORY.

GOV. STANFORD BEFORE THE RAILROAD INVESTIGATORS.

He Gives a History of the Central Pacific Company, and Clears Away Misrepresentations.

Governor Stanford, as President of the Central Pacific Railroad Company, appeared before the United States Railroad Investigation Commission at San Francisco on Thursday, at the request of that body, to testify. He said that he had received the interrogatories of the Commission, fifty-eight in number. He had prepared answers to them all, which he would read. Before reading the interrogations and proposed answers, the Senator read a preliminary statement, giving a complete history of the construction of the road. He professed the statement by reading that this was the first time the company had ever had an opportunity of presenting a true history of the road, "and," said he, "there have been more misrepresentations and more falsehoods told about the company than any one not familiar with the subject can possibly conceive of." He then proceeded to read the history of the road, and also his responses to the interrogatories, as follows:

HISTORY OF THE ROAD.

Messrs. Robert E. Pattison (Chairman), E. Elory Anderson and David T. Little—GENTLEMEN: Your communication, dated New York, May 12, 1887, requesting me to answer the interrogatories contained therein, was duly received, and has been carefully considered, and I submit herewith my replies thereto.

I did not personally the information necessary to answer some of the interrogatories, and, accordingly to your request, referred them to those persons who possessed such knowledge. Their efforts, verified by their affidavits, are attached as exhibits to and are part of my answers to your communication.

The creation of this Commission, charged by Congress with the duty of examining "into the working and financial management of the roads that have received aid in bonds from the Government," was an honest and candid admission by Congress that there were equities existing in favor of the railroad companies, and that the public interest required that they should be inquired into and to the full benefit of which they are entitled. I know that such equities exist in favor of the roads I represent, and I am pleased that an opportunity has at length been offered to the public to hear an impartial consideration, both by it and by the people at large.

It will be readily admitted that the examination contemplated by the Commission is the making of which examination you have been charged, could not be held without the consent of this company, whose affairs it was thus directed to examine.

The Central Pacific Railroad Company was organized on the 27th of June, 1861, under the laws of the State of California, and has ever since been and now is, carried on in accordance with the laws of this State. In that particular its relations and obligations to the Government were entirely different from those of the various transportation interests, which were created by and under Federal statutes. Congress has a control over such corporations, even to the extent, perhaps, of taking away their charters; but as to the Central Pacific, even though all the laws of Congress relating thereto, and under which its relations to the National Government are defined, were repealed, it would still exist as a legal corporation, and would continue to do business as such in accordance with the laws of the State relating to railroad corporations. After diligent search I have been unable to find anything in that contract which would authorize any investigation of this kind to be made.

Notwithstanding all this, however, we meet you most cheerfully in this matter. We shall furnish you a full and detailed statement of every one of the fifty-eight proposed questions and interrogatories contained in the communication herewith mentioned.

The construction of the Pacific Railroad to unite the Atlantic States with the States and Territories of the Pacific was the leading topic of public discussion from the termination of the Mexican war until the road was finally completed in May, 1869. This subject occupied the attention of political Conventions in nearly every State of the Union, and Congress was overwhelmed with petitions and memorials urging the extension of Government aid to the enterprise. Public sentiment compelled the National Conventions of both political parties to declare in favor of the construction of the road as a military and commercial necessity.

Prior to 1850 surveys and examinations were made by the War Department of various routes across the continent. The southern route, on the thirty-second parallel, was ruled out as the route upon which it was practicable to construct a transcontinental railroad. It was understood that the northern and central routes were impracticable, and the route across the mountains themselves were represented as imposing insuperable barriers to the construction of a railroad. The discussion of the route across the mountains was represented as imposing insuperable barriers to the construction of a railroad. The discussion of the route across the mountains was represented as imposing insuperable barriers to the construction of a railroad.

It will be shown by the testimony of engineers who had charge of the construction of the road, and other competent witnesses, that the cost of the road was not more than double what it would have been had the company delayed its final completion until July, 1870.

The Pacific Railroad has accomplished all the good, both local and national, that was predicted by its enthusiastic supporters. It has demonstrated the feasibility of the construction of a transcontinental road; it has proved to the financial world that the great interior of the United States is a land of resources, and has made it possible for the people to reach the great markets of the East by sea, and also by reason of the great military excitement which prevailed in Nevada and California and absorbed nearly all the resources of the State.

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service formerly performed by teams and pack animals.

UNABLE TO ENLIST CAPITAL.

The Union Pacific Railroad was unable to enlist capital to undertake the construction of the road. The provisions of the Act of 1862, which authorized the construction of the road, were such that it was impossible for the company to obtain the necessary capital. The company was unable to obtain the necessary capital to undertake the construction of the road.

With the private means of the corporation, and the aid above mentioned, it commenced the construction of the road in 1863, and continued it until the road was completed in 1869. The company was unable to obtain the necessary capital to undertake the construction of the road.

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There was certainly no question available to the Government with the Pacific Railroad from the time of its completion until 1881, when the Atchison, Topeka and Santa Fe united with the Southern Pacific at Santa Fe, New Mexico. During all that period the Government was aware of the full amount of the difference between what was paid by the former mode of transportation and the actual amount paid for the construction of the Pacific Railroad.

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wrongfully or unlawfully declared by the company, there remains nothing liable to recovery. 15. Whether the proceeds of any true fund or lands loaned, advanced or granted have been diverted from their proper use, or whether the same have been used for any other purpose.

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We offer for the Next Thirty Days the No. 7 "EOLIPSE" COOK STOVE for the small sum of \$10. This is the biggest bargain ever offered in the shape of a Stove for the money.

The "EOLIPSE" has sliding front hearth, mottled iron finish (something new); automatic ventilators on the oven doors, and we warrant them a first-class Baking and Cooking Stove, or refund the money. Over 1,000 sold the past year, and every one gives satisfaction.



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CHANGED DAILY FOR C. H. GILMAN—JULY 30, 1887.

SECOND WEEK!

NINTH DAY OF OUR TWENTY-FOURTH

Semi-annual Clearance Sale

TO-DAY (Saturday),

FROM 8 A. M. UNTIL 10 P. M.

We intend to close the week's business with a rush of customers never equaled in this city. CUT PRICES will do it; in fact, we shall have on sale a Perfect Cytose, as it were, of GRAND AND MAJESTIC BARGAINS. Never mind who's the loser; go they must. We will CUT THE PRICES in half, and sell.

- One Lot of Best Brands of Dress Gings (new, fresh patterns), at 5 cents per yard.
- One Lot of Tinted French Bunting, 30 inches wide, in a variety of shades, at 10 cents to 15 cents per yard.
- One Lot of Flowered Canvas Suitings, 36 inches wide, cut from 121 cents to 5 cents per yard.
- One Lot of Remnants and Blankets, consisting of:
 - Gowns, Lawns, Ginghams, Muslins, Sheetings, Linings, Silks, Satins, Velvets, Laces, Embroideries, etc., at 25 cents to 50 cents per yard.
 - Blankets, at 25 cents to 50 cents per piece.
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REI HOUSE!

Nos. 714 and 716 J street, and 713 and 715 Oak Avenue, Sacramento.

H. H. HOPKINS & CO.

Hardware, Iron, Steel and Coal.

HEADQUARTERS FOR SPORTING SUPPLIES.

MECHANICS' TOOLS, AND BUILDERS' HARDWARE OF ALL KINDS.

Sacramento (Opposite) San Francisco

AMUSEMENTS, ETC.

METROPOLITAN THEATER.

100 Nights at the Madison Square, New York.

Now Running at the P. H. Theatre, London.

MONDAY, AUG. 1st.

7:30 P. M. - 10:00 P. M.

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